



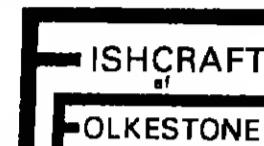
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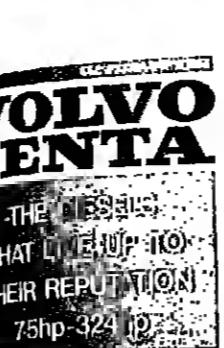
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**FISHING NEWS**
**Official and Classified  
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Continued from Page 15

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# 'WINE' WILL NOT AGREE CFP YET —SAYS GUNDELACH

THE SCOTTISH Fishermen's Organisation is going ahead with its cut-back on landings of haddock and whiting despite lack of immediate action from other producer organisations. The SFO announced a Producers' Organisation brake on haddock and whiting landings last week when it decided to cut the weekly quota of the two species to a total of a combined 25-boxes per man.

A government promise to the EEC that the UK would stand as, in its area, the haddock catch is 18.8% per cent down on last year; also cod is 30.6% per cent down. It is, however, 6.8 per cent up in its catch of whiting and 3.6% per cent in plaice (all figures to August 1976).

The list included: gross  
*Continued on page 3*

*Continued on page 13*

Gundelach had told the Irish that their demand for a 50-mile limit is "illusory"—other EEC states would not accept it. It seems certain, too, that they would not listen to this latest plea for a British 50-mile limit which was put out by the British Fishing Federation. National Federation of Trawler Officers' Guilds, National Federation of Fishermen's Organisations and Scottish Fishermen's Federation.

The advertisement took the

The Council of Ministers is discussing the CFP on Monday and Tuesday next week in Luxembourg and, this week, pressure was being mounted for the UK to take a strong stand. A £50,000 advertising campaign broke in the national press demanding a 50-mile exclusive fishing zone. Yet, on Friday last week, Finn

**Trials soon**  
**SHENICK** (right), the latest boat from the Sandhaven yard of J. and G. Forbes, is due to go on trials soon. She has been built for Irish skipper, Tom Ferguson, as a bottom end mid-water trawler. Her main power unit is a ABC diesel of 900 bhp at 750 rpm. More details in *Fishing News* soon.

**Wrangle**  
**Dane's sails with bar**  
DANE is the first British trawler to be fitted with a bar. The 1,480 ton Hull freezer, now in the Norwegian zone of the White Sea, has installed draught beer in the bar for limited drink. No spirits are carried in the vessel but she has enough beer to provide each of the 60 crew members with a couple of pints a day.

**Mackerel**  
Continued from page one pose altogether. We asked that the industry should lend us much fish as possible for human consumption." He said, it was apparent that the skipper of Quo Vadis had made a distinct attempt to "comply" with the regulations.

"It is desirable that it should all go for human consumption, but if there is a marketable outlet, then it should be sold for industrial purposes than for nothing else," he added.

If it turned out that much fish was being sold for industrial purposes, would it be better to ban it? "I don't know what demands

installing a Caterpillar Marine Diesel Engine is like putting money in the bank... with one big difference... a Caterpillar Diesel means instant power. Easy installation and maintenance, high power-to-space ratios and above all the excellent performance and reliability normally associated with Caterpillar.

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## 'Stern fishers stay'

RUMOURS that two of Fleetwood's most modern stern trawlers — *Boston Beverley* and *Boston Blenheim* — were leaving the port were firmly denied last week.

Both vessels, currently taking part in the south-west mackerel fishing, were rumoured to be leaving the port after the season.

But last week Mr. A. W. Suddaby, managing director of the owning company, Boston Deep Sea Fisheries, said from his Hull office: "There is certainly no question of these ships leaving Fleetwood at present. The fishing industry is an ever-changing world, of course, but we have no plans for them not to go back to Fleetwood."

He said they might even be returning to the port sooner than expected because of restrictions on mackerel fishing.

## Innes' back

HAMMOND INNES, one of Hull's top wet fish stern trawlers, is back fishing after a break of four months.

The vessel last landed on June 9 after a Bear Island trip. Three weeks later she developed engine trouble in the Humber and, on July 3, she was towed into Rotterdam for repairs.

She resumed fishing last Saturday under Skipper Bill Bretell on a north-easterly trip.

## Fishermen worth their salt keep a copy handy

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# BANNED HERRING IS GIVEN AWAY

YARMOUTH boat owner and businessman Percy Field gave away a catch of herring at the port last week in protest at the ban on herring fishing in the North Sea. But the ban has been confirmed again this week, despite pleas for a local exemption.

Frank Moore, secretary of Yarmouth's Inshore Fisherman's Federation, had asked for an exemption on the grounds that the variety of herring caught was different to the main North Sea stock.

Fisheries Minister, Edward Bishop, replied: "It is clear that the North Sea stock is now at an extremely critical level."

"In view of this the government has thought it right in the long-term interest of the industry to press for a total ban on herring fishing throughout the North Sea".

It was the government's intention to press for an extension of the ban beyond the end of the month. "Our position would be seriously weakened if we were to seek for exemptions for our own fishermen".

But he held out some hope when he said: "We are considering whether it might be possible to more adequately protect inshore fishermen to

using traditional fishing methods. But this is very uncertain at this stage in view of the difficulties of reaching international agreement on fisheries regulation."

The herring were handed

out in protest to housewives,

passers-by and local families

who filled bags, boxes and sacks. Mr. Field's boat, *Alido*, had landed the catch at the Mission Quay.

Around 15,000 herring

were taken on a mackerel trip

two miles off the coast between Winterton and Cromer. His action brought a warning from the Ministry of Fisheries district inspector, Mr. G. J. Y. Thorpe, that he was breaking the law by trying to dump the fish

"I do not care if I go to

prison."

The district fisheries inspec-

tor, Mr. Thorpe, said Mr. Field's action contravened

the herring order.

Mr. Field, who was not

aboard during the trip, said he

had held a quantity back

to pass on to local hospitals.

Mr. Field ignored Yar-

mouth's inshore fisherman's

federation recently when he

launched a campaign for a

dispensation on the herring

ban for inshore fishermen

between Harwich and Hunstanton.

Federation secretary, Frank Moore, accused him of

jumping on the bandwagon.

"We have been running our

own campaign for months", said Mr. Moore.

## Charges at Plymouth?

CHARGES are expected to be brought against two Scottish boats which allegedly brought in herring catches to Plymouth this week.

They could be the first

prosecutions in the UK since a ban on herring fishing was imposed in July. Charges are being considered by the Ministry of Agriculture, Fisheries and Food.

Under EEC regulations herring fishing was banned in July until December 31 in areas including the south-west coast of England, the Celtic Sea and the east coast of Scotland. The move is to regenerate the over-fished stocks to

Plymouth when they were ap-

proximated by our inspector."

He said the maximum penalty was a fine of £60,000 and that magistrates could also confiscate the catch and the gear. He was not aware of any prosecution having been brought in this country since the ban was imposed.

A WORK-TO-RULE by the

Hull fish bobbers over-

dispute was stat-

ed Wednesday to have short

hours of darkness. The sheriff

also recommended that the

beacon on the Beasts of Holm

should be lit at night but

doubted whether this had a

direct effect on the loss of the

vessel.

The sea was calm, visibility

was good, but it was very

cold. Skipper Macleod was

not in fact called until

*Ivyrose* had passed the

Chicken Rock and had already

struck the Beasts of Holm.

His Lordship said it was

clear from the evidence that

Donald Macleod had not

adopted the proper method of

approach to Stornoway har-

bour and that he had steered

the vessel at full throttle on a

course which took her on or

close to the Beasts of Holm.

He then added: "In doing

so he seems to have intended

to pass between these

notorious rocks and the

coastline at Holm Point. Those

witnesses who were well ac-

quainted with these waters

were unanimous in their

views that this was, during

the hours of darkness, a

dangerous course and one

which none should adopt."

He added: "While this ac-

tion may have constituted an

offence under the Merchant

Shipping Acts, it did not seem

to me that Skipper Macleod's

competency as a skipper was

in question during this in-

quiry, not that any failure on

his part contributed to the

sinking of *Ivyrose*".

The second matter was the

action of the skipper going to

sea without being the holder

of a Fishing Skipper's Cer-

tificate of Competence.

The sheriff also touched on

two other aspects of the

evidence. One was the con-

sumption of alcohol by

Donald Macleod at

Lochinver (equivalent to

six single whiskies). This im-

paired his navigational judge-

ment.

The third matter was the

demands of Irish

fishermen that the govern-

ment should cast its veto

against any proposals which

do not include a 50-mile limit

placed on them at next

week's talks.

Talks a 'wasted effort' —

page 13.

## Celtic Sea warning

IRISH herring fishermen, banned from the Irish Sea after quotes ran out, have been warned by the fisheries minister not to venture to the Celtic Sea off the south coast.

Brian Lenihan warned them that they should remember a herring boat is exiled in the Celtic Sea since

October 14. Her landing at Fleetwood in May last year and

flashed from the port until Oc-

tober 14.

He said he was determined to fully enforce the July 14

禁令 to prevent the herring

industry.

THE STORMWAY

fishboat *Ivyrose* was

on a dangerous course

when she sank after hitting a reef on March 26 this year killing two

of her crewmen.

Sheriff Scott Robinson, who reserved judgement two weeks ago after hearing

evidence at a fatal accident

inquiry, found that the two

crew members — Donald

MacLeod of Upper Baye

and James Crozier of Lax-

dale — had died by drowning.

In a written judgement the

sheriff said that although the

body of Donald Macleod was

not in fact called until

*Ivyrose* had passed the

Chicken Rock and had already

struck the Beasts of Holm.

His Lordship said it was

clear from the evidence that

Donald Macleod had not

adopted the proper method of

approach to Stornoway har-

bour and that he had steered

the vessel at full throttle on a

course which took her on or

close to the Beasts of Holm.

# BRITISH RESTAURANT FISH BY AIR TO NEW YORK

THE FIRST British restaurant to open in New York for more than 25 years is being supplied with weekly consignments of top quality fish by Young's Seafoods.

Earlier this month a British Airways hostess took delivery of the consignment of seafood and whisky it is to London Airport.

The operation will be repeated every Thursday so that top quality British fish and shellfish will always be available on Richoux of Lon-

don's new restaurant menu. It is believed that the restaurant in Manhattan will be the only one that will stay open 24 hours a day for 365 days a year, including Christmas.

Situated at the foot of the giant new 53-floor skyscraper headquarters of the Citibank Corporation at the corner of 3rd Avenue and 54th Street, it will have a British manageress and a staff of 40.

Free meals have been served to staff of the bank in a series of 'dummy runs' to ensure that all was perfect when the restaurant opened for

trade on Monday this week.

The Americans have asked for 'British style' in the service and the food. So the waitresses will wear 'Upstairs, Downstairs' uniforms in coffee and cream colours, and the food will be typically British. The prawn cocktails are being renamed shrimp cocktails.

This weekly consignment from Young's Seafoods is another example of the determination of everyone concerned to make sure that the venture succeeds.

Each Monday the British manageress of Richoux of London will phone from New York with her weekly order and, 72 hours later, the fish will be airborne in specially chilled containers.

The first consignment included sides of best smoked salmon, fresh Scotch salmon, Dover sole and whitebait, as well as potted shrimps.

Young's consultant chef, Len Howe, shows a British Airways hostess some of the Scotch smoked salmon which formed part of the first order to Richoux, New York.

## Cherie sails in

GRIMSBY fishing vessel owners and agents, Som Chapman & Sons Ltd., has added the traditional wooden Danish anchor-seiner Cherie (GY 359) to its growing fleet.

The 41 ton vessel, formerly of Esbjerg (E 701), has been bought by a private concern at the South Humberport.

Cherie is the fifth Esbjerg anchor-seiner to switch to Grimsby this year. Last month Ebo followed Pondon into the Danbrift agency, whilst Cherie joins Quest (just renamed Zorepto) and Lord (now Susan Joy) under the Chapman flag.

The arrival of Cherie meant the Chapman fleet had risen to 15 locally owned anchor-seiners, but the sinking of Arcono Champion cut this back to 14 again.

Fished over by Skipper B. Sanderson, Cherie made a most promising start at her new base with a £5,241 grossing from 210 kits.

The Danish-owned Ullo (E 716), owned by Chapman, easily outgrossed all the local seiners with a £10,003 return from a big 297-kit turnout last week.

## LETTERS

SIR, Far be it from me to discourage anyone from studying the promising possibilities for fishing in the South Atlantic using distant water freezer trawlers displaced from the Arctic grounds but, before they try to follow Dr. Ewen Corlett's clever cell (*Fishing News*, October 7) to choose the Falkland Islands area, I hope they will consider the following:

1. The very real political difficulties which will soon be met with the Argentines who consider the Islands (which they call Las Malvinas) and their surrounding waters as Argentine and within their 'territorial sea', i.e. Exclusive Economic Zone (EEZ). (See Lord Bleckleton's report 'Economic Survey of the Falkland Islands' July 1978).

2. Port Stanley is not an ideal base and there are major logistic and manning problems in maintenance and manning, as well as in organising appropriate transport to markets thousands of miles to the north.

The grounds around South Georgia (also British) have been excellent in certain years (but not all) and a base could probably be established there, perhaps using some of Selvaneen's old whaling facilities.

Much small hake is to be found in Argentinean waters from Puerto Madryn north-eastwards, according to season, and a joint venture here has distinct possibilities, but it would certainly need to fly the Argentine flag and be designed for Argentine benefit.

Substantial investment in quays and base facilities, including cold storage, would also be necessary.

Manning, logistics and maintenance would still present problems, but there would probably be less opposition here from Argentine fishing companies, mainly operating



## OPENS

## TO THE

## WORLD

## Reward for tag doubles

THE REWARD for returning a fish tag has been doubled.

Nine £1.00 is to be paid for the return of any tagged fish to the Marine Laboratory, Aberdeen or to the Fishery Laboratory at Lowestoft.

Information sent with the tag should give the position and date of capture.

The reward is payable for the return of the tag only, but both the fish and tag should always be returned where possible. The owner of the fish will always be paid the full market value in addition to the £1.00 reward.

All tagged fish should be handed to the local fisheries office or the Ministry representative at the port.

Where it is not possible to return tagged fish by post, these should be sent, instead, polythene bag, direct to DAFS Marine Laboratory, PO Box 101, Victoria Road, Torry, Aberdeen AB2 2YA or in England to the Fisheries Laboratory, Ministry of Agriculture, Fisheries and Food, Pakashfield Road, Lowestoft, Suffolk NR3 2HT.

The biology of the crab was also described in detail: an interesting fact was the way a female crab attracts a male at the time she moult during the summer by secreting an attractant.

The males then remain with the females for up to 20 days before the females moult and then after the moult mating takes place. The male then guards the soft-shelled female for a few days.

After mating, the eggs develop in the female gonads and to November or December of the same year the eggs are laid. A female of 5-8 in. width will carry about three million eggs which are held for seven to eight months on the underside of the abdomen.

The lecture was also described how crabs migrate. Studies by the Shellfish Laboratory at Burnham had shown that crabs can migrate distances of over 200 miles. These migrations are part of their breeding behaviour and tagged crabs have moved distances of 100 to 200 miles in 15 to 18 months.

Tagged crabs released off Cromer, Norfolk, were later caught off Flamborough Head, Yorkshire, while crabs tagged off Yorkshire moved into Northumberland and Scotland. This is northward movement.

In the Channel, crabs were moving in a westerly direction. Usually females undertake these long-distance migrations and males seem to stay locally.

Talking about the future of the crab fishery, Dr. Edwards stated that although there was a reasonable demand for crab in some parts of the country, there were ample stocks of crab available in many of our coastal areas for increased exploitation and likely to rise.

He described how off the Welsh coast and off Western Scotland crab stocks were not fished and offered considerable potential.

The crab is one of the few marine resources which will stand further exploitation and, apart from one or two areas, stricter conservation measures are not yet required, said Dr. Edwards.

He then described how processors generally need a processing plant in their area to cope with large catches. While small quantities of crab can be sold in the whole frozen form, in general, this is slowly declining.

Most attempts at market stimulation have not been motivated by need, and have

October 21, 1977

## FISHING NEWS

# Scotland and Wales wide open

## Big crab stocks ready to be fished

### CRAB LANDINGS

could be substantially raised in many areas, particularly off Wales and Western Scotland, Aberdeen or to the Fishery Laboratory at Lowestoft.

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October 21, 1977

FISHING NEWS

### ANNUAL LECTURES

EACH YEAR the Trustees of the Buckland Foundation award a Buckland Professorship to a distinguished British merlin scientist. This year the honour goes to Dr. Eric Edwards, a principal scientific officer with the MAFF's Fisheries Laboratory at Burnham on Crouch, Essex.

The Japanese-based OKI Electric Industry Co. Ltd. is world renowned as manufacturers of the most advanced compact high performance radar equipment produced for international marine markets.

Trident Marine's agency was negotiated through OKI's European affiliate, OKI Electric Europa GmbH in Dusseldorf.

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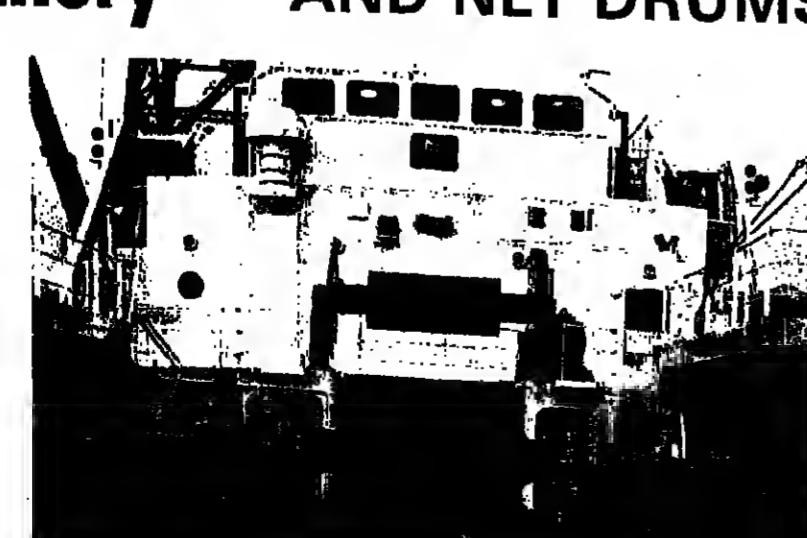
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"Please send information on different types of plastic-covered ropes available."

"Several years ago Captain Sverre Remoy, who had been experimenting with such ropes in vessels operating in Arctic waters in winter, wrote: 'I should like to mention an anti-icing device from my own experience.'

"By using a plastic covering on all wire stays, halyards and radio antennae, it has proved possible to reduce over-icing on these parts to a minimum. By doing this one would also secure the radio antennae and prevent it falling down through weight of ice, so destroying radio communication."

"The coating does not reduce telephonic range to any extent."

"With his letter he enclosed a short length of the plastic coated serial wire which he had used."

"I sent the wire to ICI's Plastics Division, asking them to identify the plastic and to give information about plastics used for protecting wire ropes and reducing risk of ice adhering to them."

"They identified the plastic as transparent PVC."

"They said that PTFE, which is used on aircraft's de-icing systems, is the best plastic of all for preventing ice forming on air will not stick to its surface."

"It also withstands changes of temperature, remains flexible in very low temperatures and has excellent electrical properties."

"Weathering properties of PVC, ICI said, were nothing like as good as those of PTFE although better than nylon."

"But I then discovered it would cost ten times as much to coat a wire thinly with PTFE than to give it a reasonably thick coat of PVC."

"Taking all aspects into account, light-stabilised PVC that would resist weathering embrittlement at sub-zero temperatures would probably be the most suitable for aerials and rigging in a fishing vessel."

"Wire rope covered by hard PVC of this type is excellent for standing rigging in my opinion."

"I have been using rope of this kind called Seaprufe, made by Norseman (Cables and Extrusions) Ltd., for many years and the covering is now no signs of deteriorating."

"Norseman's Seaprufe rope is suitable for your standing rigging and its Norseflex rope, which is covered by an extrusion of soft PVC, is suitable where flexible rope is required."

"Both are weather and corrosion proof as long as the

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**John Burgess' Log**

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"WE HAVE SAVED several thousand pounds to buy a boat for catching prawns (Nephrops) with smoke signals which produce orange-coloured smoke; exhibit a red light by means of a hand flare or rocket parachute flare; fire rockets or shells, throwing red stars — one at a time at short intervals; and flashing S.O.S. by means of a signalling torch or lamp."

"Sound signals if in need of assistance include sounding any fog-signalling apparatus continuously and firing a gun or other explosive signal at intervals of about a minute."

**FLEETWOOD LOSES EXTRA FISH French ships are turned away**

**FLEETWOOD** fish merchants who are now relying on overland supplies to survive have had to turn away landings by four French trawlers.

This source of extra fish has been lost because of a

stone end there was an equivalent Fleetwood-caught variety of £5.50 a stone, many merchants would buy the Fleetwood fish."

He added: "At one time overland fish was looked on as a bit of a bonus. Now if we end other merchants had to rely on Fleetwood alone we would go out of business. Obviously, we would welcome more fish at Fleetwood with open arms."

"At the moment, however, overland fish is keeping men in work and, in doing so, is helping the fishermen. Without the merchants there would be no Fleetwood fish trade."

"We handle a great deal of overland fish end if, say, we this to survive. There is just

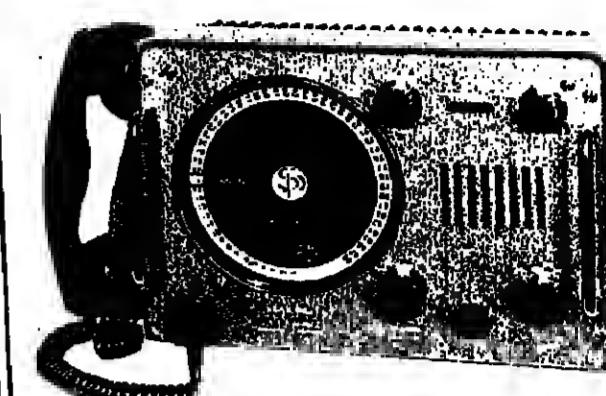
not enough fish landed at Fleetwood to sustain the trade".

According to Fleetwood's Fish Merchants' Association president, Alan Welsh, it would have been impossible to cope with them.

Last week Alan Welsh said: "Overland fish input at Fleetwood is definitely on the upgrade."

"Our members have to do

this to survive. There is just

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Saxon Forward — now fitted with a refrigerated hold for fishing off the African coast.

50  
years ago

**KENYA BASE FOR 'SAXON'**

THE FORMER Grimsby and Fleetwood near water trawler Saxon Forward is now fishing off Africa.

During the summer she was taken from Fleetwood to the Mediterranean by a local crew under the command of Skipper Ken Hames. Since then she has been fitted with refrigeration equipment and is now working out of Mombasa under the flag of Indian Ocean Fisheries.

Mrs. Doris Newsham, managing director of J. N. Ward and Son Ltd., UK agents for the firm, said: "If Saxon Forward proves a success in Kenya Indian Ocean Fisheries will probably send more ships out there."

"The company is working closely with the Kenyan government on this venture."

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WALTER H. PODD, one of Lowestoft's best-known trawler owners and merchants, died aged 60. He became successful because of his "earnest application and unwavering perseverance".

CORNISH boats dropping out of pilchard season due to low catches. Looe, Mevagissey and St. Ives boats fishing 30 miles from Newlyn.

THIS YEAR marks the jubilee of the inception of steam trawl fishing. The industry was initiated by the late William Purdy of North Shields.

Most coastal countries attempt to restore overfished stocks.

CANADIAN university to start degree course in fisheries management. These talks are prior to the special meeting of the E.C.C. Council in Luxembourg on October 24/25 at which the Council will be examining the whole question of the Common Fisheries Policy.

The October Geographical Magazine is now on sale in bookshops. Price 60p. It can be ordered from Canadian Government, London SW7.

**WORLD FLEET MAPPED**

THE EXTENT of world-wide fishing, the main areas involved and the numbers of ships taking part are shown in a full-colour pull-out map in the October issue of The Geographical Magazine.

With eight other regional maps illustrating 200-mile economic zones and intensity of catching, this map forms part of a special feature in the magazine titled Focus on Fishing.

The cover is illustrated by a remarkable photograph taken by Mike Walker of the

**More fishing talks**

FISHERIES MINISTER John Silkin has been visiting Italy this week. He discussed fishing matters with Italian ministers. These talks are prior to the special meeting of the E.C.C. Council in Luxembourg on October 24/25 at which the Council will be examining the whole question of the Common Fisheries Policy.

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# Big mouth net scoops off the bottom fish

**COMMERCIAL** trials with a new range of four-panel high opening trawls have produced some encouraging reactions from British skippers. Developed by the Marine Laboratory, Aberdeen, and commercially tested by the White Fish Authority Industrial Development Unit, trials have shown a considerable reduction in net damage while, at the same time, giving a larger mouth opening than traditional trawls.\*

THE MARINE Laboratory at Aberdeen has over the years made detailed studies of the design, construction and performance of traditional trawls. It has also carried out experiments to investigate factors controlling trawl geometry.

Techniques allowing obser-

opening, while maintaining wide spread, leads automatically to the use of larger amounts of netting than in traditional trawls. With more netting it is important to tailor carefully so that the drag of the net is kept as small as possible.

A greater drag will cause increased fuel consumption if normal towing speeds are maintained.

Fish behaviour studies have demonstrated the importance of maintaining close bottom contact along the whole length of the ground gear, including the region between the wing ends and trawl boards.

They also suggest that large gaps between the ground rope and fishing line, through which fish can escape, should be avoided.

The net must not present escape routes through the sides, and a major aid was to arrange the geometry of the gear so that the mud cloud generated by the trawl doors spreads down the sweep line to coincide exactly with the wing end of the net, so inhibiting any sideways escape in front of the wing end.

The aim of this development has been to produce a practical trawl having the same, or preferably higher, catching power than traditional gears, but with greater mechanical efficiency and ease of handling.

Features given priority in arriving at the designs were:

(1) A larger mouth opening than traditional trawls; especially in terms of increased headline height, while maintaining wing spread and without significantly increasing drag.

(2) Ease of gear handling, with minimum modification to existing handling systems.

(3) Reduced vulnerability to seabed damage so as to permit work over rougher ground and to reduce mending time during fishing operations.

(4) Competitive cost of manufacture when compared with traditional trawls.

(5) Maximum fuel economy by matching the scale of the gear to the ship's towing gear.

Fish often occur in quantity swimming 4 to 8m above the seabed, out of range of traditional bottom trawls. It was therefore agreed that a high-opening net was required to catch fish and so increase the yield of bottom trawling.

Earlier studies had shown that it was difficult to achieve high opening with a two-panel trawl design suitable for rough ground without incurring a number of other detrimental changes. Attention was, therefore, directed to the four-panel designs.

Skippers stressed that any new gear developed must perform at least as well as traditional trawls in catching fish when they are on the bottom or swimming very close to the seabed. This meant that the total spread and ground contact of the new gear could not be sacrificed. The requirement for higher

headline height was

achieved by increasing the

headline height and

increasing the spread of

the trawl.

THE MARINE

Laboratory and the

White Fish

Authority

Industrial

Development

Unit, trials have

shown a

considerable

reduction in net

damage while,

at the same time,

giving a

larger mouth opening than

traditional trawls.\*

Techniques allowing obser-

vation of fish behaviour in relation to trawls have been developed and, as a result, the understanding of the way in which fish are caught has grown considerably.

The knowledge accumulated from these studies has been applied during the last three years to the development of a family of new four-panel trawls.

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Skippers stressed that any new gear developed must perform at least as well as traditional

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# IRISH TO MOVE IN ON WINTER SPRATS

THIS winter Irish boats will be moving in on a brand-new fishery for sprat which could result in a good fish catch of up to 10,000 tons a year for export.

The Irish Sea Fisheries Board (BIM) became seriously interested in sprat last year when a large resource of this shoal fish was found off the south-east coast.

Since the Norwegians were experienced having their own sprat fishery, BIM first contacted the Bjelland fishing concern of Stavanger with

raw material was to be supplied by six Irish boats diverted into the fishery by the South and East Coast Fishermen's Co-operative. BIM put up small grant to help guarantee the skippers against any possible loss of earnings.

The results of the trials, which took place in some of the worst weather of January and February, were very encouraging. More than 2000 tons of sprat were caught.

"This fishery will re-open at the end of October," said Tom Geoghegan, BIM's marketing development manager.

FISHERY protection officers employed by the Devon Sea Fisheries Committee are to be made officers of the Cornwall Sea Fisheries protection staff to allow them power to act in cases of illegal fishing off the Cornish coast.

The Cornwall Sea Fisheries Committee approved the move last week and hopes the Devon group would do likewise in due course.

Chief fishery officer Brounland Tonkin told the committee that the Devon patrol boat already covered an area as far as Dodman Point.

He, as Cornwall's officer, often patrolled a part of the Devon coast. It would, therefore, be appropriate to extend arresting powers to whoever was in charge of the patrol boats at the time of an arrest.

The new rates of interest for vessels under 80ft. and new engines ore: up to five years, 8½ per cent; five to 10 years, 9½ per cent; 10 to 15 years, 10½ per cent; over 15 years, 11½ per cent.

For processing plants: up to five years, 10½ per cent; five to 10 years, 11½ per cent; 10 to 15 years, 12½ per cent; 15 to 20 years, 13½ per cent;



Tom Geoghegan

"My job will be to have markets so organised that we might be able to double the six boats in the period between October and the following February."

Mr. Geoghegan said that BIM was anxious to avoid the exploitation of the resource for fish meal: "It would be too easy to fish for intervention," he added.

"Hopefully, we could run the catch up to 10,000 tons a year for the fond market and stop it there in the interests of conservation."

Not only will the sprat

fishtery open up completely new markets for Ireland, it is hoped that it will also encourage more investment ashore in freezing and canning. These are both key factors in BIM's current fisheries policy.

Reportedly, the South and East Coast Fishermen's Co-operative will be getting an Industrial Development Authority (IDA) grant next year to put in facilities for freezing and storing sprat, before long the operation — or at least part of it — could well be transferred ashore.

A processor in Castletownbere, Co. Cork, is also believed to be interested in freezing and perhaps marinating sprat for the European market.

Canning of the fish will involve relatively heavy investment in specialised equipment, but BIM feels that there could well be a start made in this direction within a year or so.

Ireland's sprat fishery will be strictly limited to wide months. Water temperature is critical, since only sea-feeding, gut-empty sprat are suitable for human consumption.

Not only will the sprat

be dumped

A PROPOSAL to dump 4,000 gallons of sludge a day into the North Sea at Eyemouth, on the Berwickshire coast, is being considered by the Borders Regional Council.

From waterworks in Berwickshire.

Councillor Helen Stewart

told Berwickshire District Council Environmental Services Committee there were strong feelings in the fishing industry about the plan.

Councillors agreed the scheme should be closely monitored while controlled tests are carried out.

East coast fishermen are concerned over the proposal, which is being considered as a method of dispersing sludge

from

waterworks in

Berwickshire.

Councillor Helen Stewart

told Berwickshire District Council Environmental Services Committee there were strong feelings in the fishing industry about the plan.

An unusual feature is that an elevation view of a fish shoal can be displayed on a section of the screen, thereby indicating not only the depth of the shoal but also its vertical movement.

Another advantage of the sonar is that information is stored before display to eliminate unwanted echoes and to give a clear picture.

Sounds can be made in five ranges from 250 m. up to 4,000 m. and the set also offers audio indication.

The transducer unit has been fitted to the vessel on the pontoon in Aberdeen and the display cabinet will be delivered in a few weeks' time.

Her smaller sonar is the American Wesmar SS220 computerised scanning sonar which has been finding favour in the Scottish fleet.

With the aim of reducing drag, it is particularly liked for its good detection of more efficient offer boards into the overall specification.

The WFA feels that promotion

of the present range of trawls has been taken to the point where, if real advances

takes over traditional gear

the new trawl will be

able to steadily increase in popularity. Further samples

of the present range will not,

however, be offered on sale

or return.

In most instances skippers

have found the new gear easier to handle during

shooting and hauling and, in

some cases, time savings of

about 10 minutes per haul

have been recorded.

However, some of the crews

had no previous experience in

handling a twin-bridle rig and

they had initial difficulties in

twisting up during hauling.

Experience has shown the

advantage of using different

backstop/kelly's eye rigs for

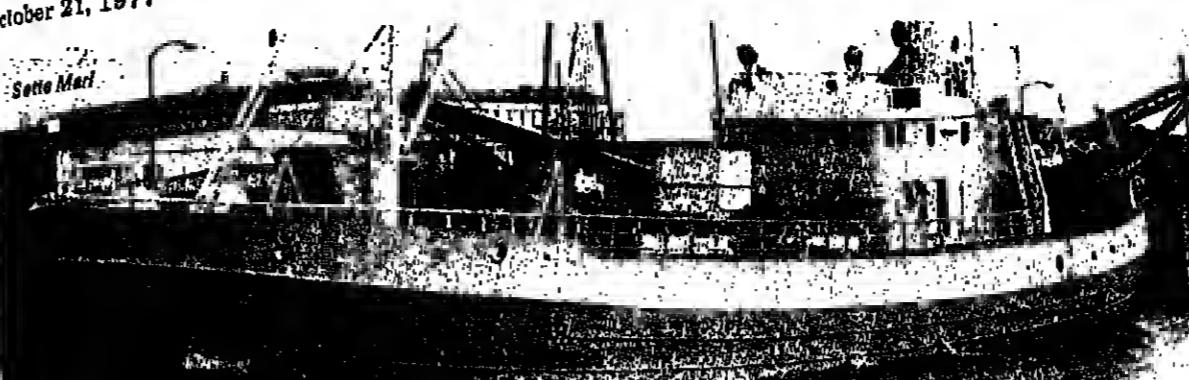
trawling as against stern

trawling to reduce twisting

of gear.

Gear damage has been very

small when fishing on very



## LATEST ELECTRONIC 'EYES' FOR PURSER



### Vertical

Skipper Jim Slater — taking *Sette Mari* to the Westcountry after landing Minch mackerel in Denmark.

After some weeks the biggest fishing has been in the North Minch. Now, the shoals are moving into the South Minch.

Fishermen have been working a quota system of 30 to 50 units per man each night, but Skipper Slater said that none of these huge hauls were wasted. Part has been handed over to other boats.

The Russian motherships based on the Scottish west coast have brought a fair amount for freezing on board and fishermen are sorry that the ships have now sailed off.

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# Catches and Prices

## TOP LANDINGS LAST WEEK

### GRIMSBY

Distant water  
249,031: *Boston Halifax*, Boston (Sk. C. Newton), 1,474k, WS, 25 days.  
£57,734: *Ross Revenge*, BUT (Sk. W. Wilson), 1,331k, NC, 28 days.  
£38,737: *Ross Kelly*, BUT (Sk. P. Phillipson), 1,188k, NC, 26 days.  
£34,909: *Ross Kelvin*, BUT (Sk. B. Stokes), 1,101k, NC, 25 days.  
£32,705: *Ross Kashmir*, BUT (Sk. D. Pluck), 965k, NC, 27 days.  
£31,700: *Boston Phantom*, Boston (Sk. C. Edwards), 1,007k, WS, 25 days.

### Middle water

226,745: *Ross Leopard*, BUT (Sk. J. Brown), 1,005k, W, 18 days.  
225,588: *Ross Juno*, BUT (Sk. J. Waddingham), 845k, W, 15 days.  
223,874: *Ross Genet*, BUT (Sk. W. Salt), 823k, W, 16 days.  
£21,645: *Blackburn Rovers*, Consol (Sk. F. Gilchrist), 788k, W, 16 days.

### North Sea

£10,387: *Tom Grant*, Lindsey (Sk. R. Sinclair), 417k, NS, 11 days.  
£9,444: *Lucerne*, Lindsey (Sk. S. Davidson), 320k, NS, 15 days.  
£7,427: *Lemberg*, Lindsey (Sk. H. Pexman), 246k, NS, 12 days.

### Sailors

£6,740: *Gladness*, Jubilee (Sk. J. Olesen), 236k, NS, 17 days.  
£6,365: *Sonrane*, Slaight (Sk. W. Sanderson), 219k, NS, 18 days.  
£6,027: *Dorny*, Danbrit (Sk. P. Sorensen), 207k, NS, 18 days.  
£5,992: *Saxon King*, Slaight (Sk. B. Emerson), 242k, NS, 17 days.  
£5,935: *Bellone*, Consol (Sk. A. Thinnissen), 188k, NS, 18 days.  
£5,574: *Helena Gertsen*, Allard (Sk. J. Gertsen), 203k, NS, 18 days.

### Pearl teams

£12,553: *Leando*, Danbrit (Sk. B. Nerup), 380k, and £10,008: *East Bank*, Slaight (Sk. J. Lee), 298k, both NS, 18 days.  
£22,443: *Pindarus*, BUT (Sk. T. Young), 891k, S, 15 days.  
£7,526: *Clee*, (Sk. M. Cox), 273k, and £7,380: *Charger* (Sk. D. Cox), both Slaight, NS, 20 days.  
£8,447: *Halton* (Sk. J. Penketh), £15,503: *Lindenlea*, BUT (Sk. W. Uren), 639k, F, 16 days.

### ABERDEEN

### BEREALD

# Official and Classified ADVERTISEMENTS

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Telex: 21977

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## VESSELS FOR SALE



28ft. x 8ft. 6in. x 2ft. 6in., carvel, Ford 4D. Seavoice VHF. G500 sounder, enclosed f/wharehouse. Gaff mizzen, deckhouse, mackerel gear. £4,750. Apply: Penrury Terrace, Newquay, Cornwall. Telephone: 3842.

**STEEL** fishing trawler, 82ft. x 12ft. x 8ft. 6in. x 2ft. 6in. forward wheelhouse, 40hp Ford 80 engine, hydrostatic capstan 2000 rpm, hydraulic Britham trawl winch. Woodman R/T, Kelvin Hughes depth finder, net etc. New Seavoice radar on hire. £15,000. Telephone: Bournemouth 763988.

M.F.V. "Sanchia Marie", 4 years old. 10ft. 6in. x 3ft. 6in. forward wheelhouse, 40hp Ford 80 engine, 60hp Canadian rock elm, oak interior, 60hp Brit International. Parsons hydraulic gearbox, Kodan echo sounder, Seavoice radio, mizzen, lighting boom, deck wash, two bilge pumps, complete mackerel fishing gear. £18,000. Recently surveyed. Telephone: Penryn 72800 evenings.

28ft. x 8ft. GRP fibreglass, BMC 3.4 diesel, aft wheelhouse, VHF radio. Also 22ft. x 8ft. GRP open workboat, BMC Patter engine. For full details telephone: Saundersfoot 813792.

CYGNUS 21, 14ft. 20hp, mizzen, GRP frames, strakes, exceptionally heavy construction. Ideal for beach/harbour use. Immediate delivery. Telephone: Penryn 745698.

## FOR SALE BY PRIVATE BARGAIN

**MV CHALLENGER PD 104**

Built by Richard Davies &amp; Sons, Rosslare. Built 1970.

Length: Reg. 73.55ft. 77.78t. o/e - Breadth: 22.1t. - Tonnage: 68.39 Gross &amp; Net Rigged for Selne-net fishing. Quantity of ropes and neto to be sold with vessel.

Equipment owned: Ossce 314 reader, Ossce 350 Auto-pilot, Elec. Nav. Ipo, Kelvin Hughes 1282 receiver.

Elec. Nav. Ipo, Kelvin Hughes 1282 receiver.

Woodman RT compass 100.

Fitted with Caterpillar C383 425hp anglo 4.5 to 1 reduction.

The vessel is presently fishing out of Porthead. For arrangements to vlnw. Telephone: Peterhead 2838.

Offer in writing should be lodged on or before 12/11/77 with the FMA (Ossce) Ltd, 109 Commercial Road, Brixton — Telephone 327652.

**SIOS AB**

Swedish company wants to purchase cash.

4 steel or wooden fishing boats 30-40ft. used, equipped, excluding nets.

Legergatan 1 281 35 Landskrona Sweden  
Tel: 048-4181951 Telex 72484

**PEBBLE BOAT**

18ft., merine ply  
Complete with mast, buoyancy bags, anchor etc.  
On launching trailer plus 40hp Longshore outboard 475.

Telephone: Bridlington 71788

## CYGNUS WORKBOATS

built 1970.

GM 26ft. from £10,550. GM

32ft. from £14,770. GM 37ft. from

£19,375. GM 40ft. from £28,790. Ross

Mackenzie Boatbuilding. Telephone:

Bere Regis, Dorset (STD 09287) 828,

20ft. a week.

**"DOGGER 34"**

New all weather net end line boat. Heavy duty hull designed by G. L. Watsons, in GRP.

Thomicrof 380 diesel, 3:1 PRM gearbox.

All electrics, two sounders, Sailor VHF. Hydraulics steering.

Accommodation for three crew, good carrying capacity. 34ft. 6in. x 10ft. 6in. x 6ft. 3in.

Ready to sell with all gear except hauler.

Full DETAILS AVAILABLE  
BOX NO. 718

## 1874 MITCHELL

23ft. sea angler, forward covered bulwark, stainless steel sink, electric bilge pump, toilet, shower facility, enclosed wheelhouse, double bunks, heavy duty batteries, cockpit, modified steering gear, echo under, radio. Porthole 600, Seavoice VHF, compass, navigation lights, lighting and sterlet. 14 men boyancy liferaft DTT, full navigation lights to DTT requirements, 108hp Ford 8 cylinder, galvanised enginebox, license plate, radio compass, registered fishing vessel 83, FD, complete refit August, all vessel in excellent order, £12,000. Telephone: Wimborne 80367 after 8 p.m.

CYONUS GM32, built 1971, aft wheelhouse, Gardner 6LW. Self changing gear, three-quarter ten foot wheelhouse. Seawinch. Ship's property. Dismantled 131, Seavoice seaman, property 101, Iroko deck. For details telephone: Brixham 623704.

28ft. MV, hard chins clinker, two bath cabin, large cockpit, open deck wharehouse, extensive refit 1975. 6.4 BMC diesel, a/radio, good enging. 21ft. 6in. long, 4.5 to 1 reduction, lying Chichester. £2,000 o.n.c. Telephone: Worthing 803703 evenings.

17ft. clinker oyster skiff, 6ft. 6in. inboard engine recent overhaul, good inboard engine recent overhaul, good trim, 2500. Telephone: West Mares 3697.

20ft. M.V. "Limando", steel beam side or stern trawler, 6ft. x 18ft. x 4ft. 4in. tops, 425hp Caterpillar, radio, autopilot, echo sounder, transducer, trim tabs, anchor, warps, life jackets, deck 21 ft. on hire. Offer to Brixham 5677 evenings.

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